WAMS Completion Guide Changes (11/00)

The Following changes will take effect with the revised version of the WAMS Completion Guide. Today's date 11/00.

Note: An updated reference list is attached.

Note: pg. 12. Waterway Design Manual (RRF Program) CG-D-18-92. This manual still provides useful information for the WAMS, however, the ARRF Program is no longer supported by the Coast Guard. This manual will not be referenced in the revision.

Note: pg. 17. The updated "Compile Aid Assignment List" is attached.

Note: pg. 42. The updated " Review Aid Discrepancies and Look for Trends" is attached.

Note: pg. 60. The updated "Contact the Marine Safety Office," including *PAWSA* is attached.

Note: pg. 66. Disregard ARRF Program

Note: pg. 81. Disregard "Run ARRF Program"

Add: Army Corps of Engineers

Review WAMS References and Instructions

Collect and review all applicable WAMS references and instructions. These instructions will assist you in devising your plan of attack and understanding your WAMS responsibilities and requirements.

The Best References you should review are:

- Chapters 3 and 4 and Enclosure 5 – AtoN Administration Manual (COMDTINST M16500.7)
- District AtoN Standard Operating Procedures (SOP)
- Other District WAMS instructions

Additional Resources include:

- Aton Technical Manual (COMDTINST M16500.3A)
- AtoN Seamanship Manual (COMDTINST M16500.21)
- AtoN Positioning Manual (COMDTINST M16500.1C)
- Radionavigation Manual (COMDTINST M16500.13)
- Bridge Administration Manual (COMDTINST M16590.5B)
- Lighthouse Maintenance Management Manual (COMDTINST 16500.6A)
- Lighthouse PMS (COMDTINST M16500.10)
- Aids to Navigation Visual Signal Design Manual (COMDTINST M16510.2A)
- 33CFR74
- 33CFR64
- 33CFR334
- Range Design Computer Program manual (COMDTINST M16500.4B)
- Automation Technical Guidelines (COMDTINST M16500.8A)
- Light List
- Coast Pilot
- List of Lights
- Fleet Guides
- Sailing Directions
- Radio Navigational Aids, Pub 117
- Army Corps of Engineers Publications: Waterborne Commerce of the United States and the General Design Memorandum (GDM)

What to Look For

In the Light List:

- Review the Light List to ascertain that all aids are reviewed in the assigned waterway. Waterways are usually bounded by light list numbers. Approximately every 5 years, COMDT (G-OPN) reassigns list list numbers because of added or deleted aids. During this process gaps may be created within the designated WAMS waterways which allows some aids to be missed.
- Review the Light List for each federal and private aid to ensure that it is advertised correctly; i.e. in accordance with you on scene inspection and the ATONIS Aid Form.
- List any discrepancies in the Light List in your WAMS under the Action Summary. Usually the District (oan) staff will correct the Light List and publish the changes in the LNM.

In the Coast Pilot:

- Review the Coast Pilot for each harbor or port and verify whether commercial facilities, bridges, structures, communications, small boat facilities, navigation regulations, and federal & private aids are accurately portrayed.
- List any Coast Pilot discrepancies under the Action Summary section of your WAMS.
- Fill out the Coast Pilot Report located in the back of the Coast Pilot and mail directly to the national Ocean Service as listed on the report. The National Ocean Service will make the changes and then they will notify the district (oan) staffs so they can incorporated into the LNM. Note in your WAMS that you have forwarded the Coast Pilot Report.

In Code of Federal Regulations, Title 33, Part 334:

- 33CFR334 defines danger zones and restricted areas in US and territorial waters and provides regulations for the use of these waterways.
- Review for all danger zones and restricted areas in your waterway.
- Ensure that the regulations are accurately reflected on the chart and in the other common waterway references (i.e. Coast Pilot).
- When completing your user interviews, determine if the regulations in 33CFR334 are both applicable and being followed. Comment in your WAMS as appropriate.

Other listed publications:

- During the course of your WAMS, you'll probably come in contact with the rest of the above listed publications to review. Some of them will be helpful to gather data from and/or assist you in writing your WAMS.

Compile Aid Assignment List

Atonis can be used to generate a list of aids in a specific waterway. This list will be valuable when towards evaluating the adequacy of the existing AtoN configuration.

Procedure

The following procedure explains how to generate a list of aids within a specific waterway using ATONIS.

Step	Action
1	From the ATONIS main screen select “Data”.
2	Select “Waterway” from the drop down menu.
3	Enter the ATU (District) and the Waterway Number or the Primary Waterway Name.
4	Select the Execute query button or (F8) to retrieve the information from the database for the Waterway.
5	Select the “Aid List” button to view the list of aids in the waterway.

Instruction

District should provide a more detailed list to the reviewing unit for use throughout the review process.

Review Aid Discrepancies and Look for Trends

Look at the aid discrepancy history for your waterway to see if there are any possible trends. Trends in aid discrepancies can indicate a need for a change.

Use ATONIS, your aid folders (old discrepancy messages, LNMs, etc.), and your District to solicit information pertaining to discrepancy history. When using ATONIS:

Open each aid record in ATONIS. Use the discrepancy button to open past discrepancy records for the aid. Once there, you can scroll through past records and look for trends.

When reviewing aid discrepancies:

- Frequent reports of aid off-station may mean dragging from current, ice, or numerous vessel collisions.
- Frequent reports of aid extinguished may indicate vandalism, intense icing, numerous vessel collisions, or a need to change the solar package.

Contact the Marine Safety Office
Review PAWSA

Marine Safety Offices and Marine Safety Detachments are excellent resources to contact when conducting your WAMS. On a daily basis, they interact with commercial vessels, waterfront facilities, local government officials, etc., and they can provide you with local knowledge in these areas.

MSO's Areas of Expertise

The following is a list of topics that M units can provide to assist in your WAMS report.

- Casualty Data for Commercial Vessels
- Regulated Navigation Areas (RNAs) and Limited Access Areas 33 CFR 165
- Vessel Traffic Services (VTSs) 33 CFR 161
- Port and Waterways Safety Assessment (PAWSA)
- Inland Waterways Navigation Regulations 33 CFR 162
- Offshore Traffic Separation Schemes 33 CFR 167
- Special Anchorage Areas 33 CFR 110 Subpart A
- Anchorage Grounds 33 CFR 110 Subpart B
- Environmentally Sensitive Areas
- Bridge Lighting & Operation, 33 CFR Subchapter J

PAWSA

BACKGROUND

Through the 1997 Appropriations Bill, Congress directed the USCG to "identify minimum user requirements for new Vessel Traffic Systems (VTS) in consultation with local officials, waterways users and port authorities" and also to review private/public partnership opportunities in VTS operations. As a result, the Coast Guard established the Ports and Waterways Safety System (PAWSS) to address waterway user needs and place a greater emphasis on partnerships with industry to reduce risk in the marine environments. From PAWSS came the development of the Ports and Waterways Safety Assessment (PAWSA), established to open a dialogue with port stakeholders to determine candidate VTS ports.

PAWSA provides a structure for identifying risk drivers and then evaluating potential mitigation measures through expert input from waterway users. The process requires the

participation of professional mariners with local expertise in navigation, mobility, and port safety. The ultimate goal of PAWSA is not only to establish a baseline of ports for consideration for VTS, but to provide the Captain of the Port and port community with an effective tool to evaluate risk and work toward long term solutions to mitigate these risks. During a PAWSA, a diverse group of professional mariners that use a common waterway are asked to answer survey questions and assign relative risk factors to 6 different categories. The categories include: fleet composition; traffic conditions; navigational conditions; waterway configuration; short-term consequences; and long-term consequences. The results from these surveys may be used to affect Aids to Navigation.

ACTION

A large portion of the data collection required for a WAMS comes from waterway user input, based on their experiences, suggestions, and opinions. Present collection of data incorporates a multitude of methods including surveys, questionnaires, public meetings, etc. Although these methods have proven effective, another source of data exists that can provide similar data on the risks associated with the waterway under evaluation. This valuable information can be found in the results of a PAWSA. In an effort to reduce the time required for data collection and to minimize the impact on industry, it is recommended that the WAMS Officer check with the local Marine Safety Office (MSO) Port Operations Department to determine whether a PAWSA has been completed in that port. If a PAWSA has not been completed, determine whether a PAWSA is planned for the near future? It is recommended that the WAMS Officer attend the PAWSA to understand the process, meet the waterway users, and determine the information with the most benefit for the purposes of the WAMS report. Any questions concerning the PAWSA process, should be directed to the local MSO Port Operations Department before beginning WAMS data collection.

Casualty Data for Commercial Vessels

Contact the MSO's/MSD's Inspection Department and request MSIS (Marine Safety Information System) printouts for the specific waterways that are included in your WAMS. Also, state that you want the narrative supplement or any statements from the CG investigating officer. Try to identify the location and cause of each casualty. This may highlight deficiencies in the aid system that otherwise might go unnoticed.

Regulated Navigation Areas (RNAs) and Limited Access Areas, Vessel Traffic Services (VTSs), Inland Waterways Navigation Regulations, Offshore Traffic Separation Schemes, Special Anchorage Areas and Anchorage Grounds

Request the MSO's/MSD's Port Operations Department review any of the above areas in their AOR for accuracy, applicability, etc.
In addition, personally check this data in CFR 33 and the Coast Pilot – Chapter 2, Navigation Regulations and the applicable chart(s). Review info received from the

MSO/MSD and ascertain whether these areas need to be deleted from the chart and/or Coast Pilot because they are unneeded. If they're unneeded, chances are any aids marking the area could be disestablished.

Environmentally Sensitive Areas

Contact the Port Operations Department's Marine Environmental Protection Division to acquire their assessment of any sensitive areas. Review info received from MSO/MSD and ascertain whether these areas need to be marked better than the present AtoN system to ensure protection of the marine environment.

CHANGE: The following information is provided as a guide for you to research ACOE projects in your area in lieu of the General Design Memorandum as mentioned on page 64 of the current WAMS Guide. Today's date 11/00.

Welcome to the

Civil Works Digital Project Notebook

The Civil Works Digital Project Notebook (DPN) is an Internet map-based digital application that presents information on all U.S. Army Corps of Engineers Civil Works projects. DPN development is performed by the Topographic Engineering Center for the Corps Headquarters Civil Works Engineering Division. The application essentially replaces the 45+ Project Map Books, which were required by ER 1130-2-305 (superseded by ER 1130-2-445 Civil Works Digital Project Notebook <<http://www.usace.army.mil/inet/usace-docs/eng-regs/er1130-2-445/toc.htm>>) and were maintained by the Corps districts. The DPN database has key information on each project; such as name, type, purpose, status, funding amount, and location; as well as raster maps and photographs. Projects are referenced to a map display, which includes relevant features, such as state, division, district, and congressional boundaries, waterways and major cities. The user can query projects based on geographical area, type, category class and subclass, status, funding and/or name, and have results displayed on the map or in text form. To access the DPN, the user must have Windows 95/NT operating system. First-time users must also download and install the viewer plug-in. <<http://crunch.tec.army.mil/software/mapguideviewer/Viewers.html>>

The DPN database can also be queried using a non-GIS text-based search <dpnsearch.html> which is faster and does not require the viewer plug-in.

Note: Although the information presented in this application is being continuously updated, some existing project data could be incomplete or outdated. Users should review the Status of Current Web DPN. <Status_of_Updated_DPN.html>

Comments concerning this new product are welcome and appreciated. Please contact rragon@tec.army.mil <<mailto:rragon@tec.army.mil>>.

Download <<http://www.tec.army.mil/wall_map.html>> the new Civil Works Activities Wall Map in .pdf or .jpg format.

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